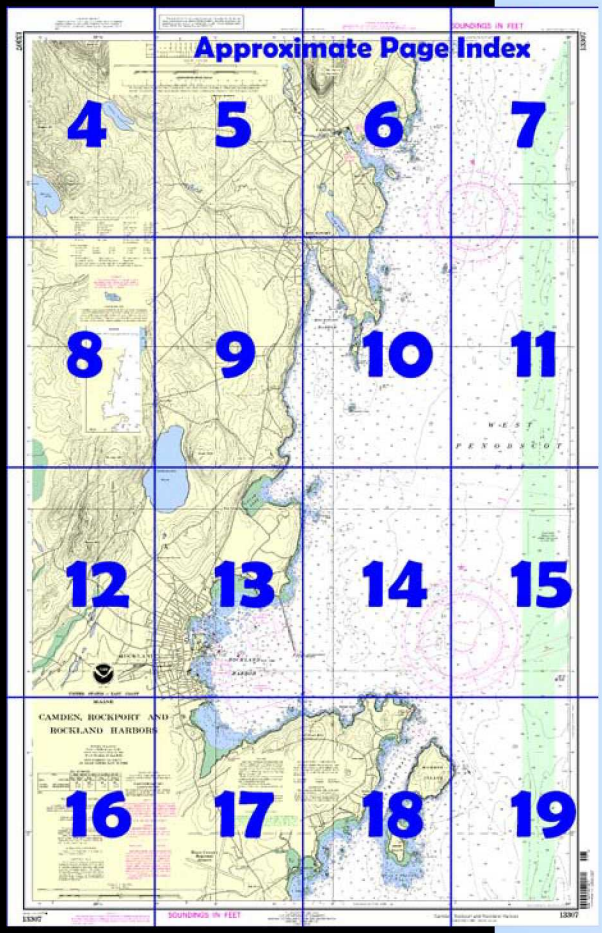
BookletChart™

Camden, Rockport and Rockland Harbors

(NOAA Chart 13307)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

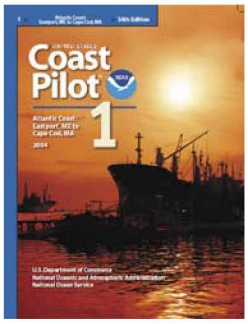
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 7 excerpts]

(354) **Rockland Harbor**, one of the most important harbors in Penobscot Bay, is on the west shore of West Penobscot Bay between Owls Head on the south and **Jameson Point,** 2.1 miles northwestward, on the north. The harbor offers anchorage for large vessels, but is somewhat exposed to easterly winds. Northeasterly winds raise a heavy sea in the southwestern part of the harbor, but shelter may be found behind the breakwater.

(356) **Rockland**, a city on the western shore of the harbor, has some trade in fish and petroleum products. State diesel-powered mail, freight, automobile, and passenger ferries leave the Rockland Port Terminal in **Lermond Cove** several times daily for North Haven and Vinalhaven.

(360) Two general anchorages, one in the northern part of the harbor and the other in the southern part, and a small-craft anchorage in the western part are available in Rockland Harbor.

(366) Approaching Rockland Harbor, Rockland Breakwater Light may be steered for on any safe course, using the chart as a guide. Enter the harbor southward of the breakwater light, giving it a berth of 100 yards or more.

(375) Gasoline, diesel fuel, water, ice, and marine supplies are available at several of the wharves. Provisions and most supplies are available in town.

(377) There are two marinas in the harbor. A municipal dock with 6 feet reported alongside its float landing is on the west side of the harbor, about 0.3 mile northwestward of Atlantic Point. Water and electricity are available at the float, and guest moorings are maintained.

(384) **Rockport Harbor**, on the west side of West Penobscot Bay about 4 miles northward of Rockland Harbor, is a good anchorage for vessels of any size, sheltered from all but southerly winds, and is easy of access. The harbor is about 0.7 mile wide at the entrance between Indian Island and the western shore, and gradually narrows to the head.

(388) Vessels can anchor anywhere between the entrance and a point 1 mile southward of the head, in depths of 42 to 63 feet, soft bottom. Small vessels and motorboats can find anchorage nearer the head.

(391) Vessels can enter Rockport Harbor on either side of Porterfield Ledge Daybeacon, giving the daybeacon a berth of at least 150 yards. When in the harbor stand northward in midharbor until 0.3 mile from the head, then slightly favor the eastern side.

(392) Gasoline, diesel fuel, ice, provisions, and some marine supplies can be obtained in Rockport.

(393) A public float landing, maintained by the town of Rockport, is at the east side of the entrance to Goose River, at the head of the harbor. Depths of 3 feet are reported alongside the float; water is available. The Rockport Yacht Club, close westward, has a float landing with 3 feet reported alongside.

(395) A municipal marina park is on the west side of the harbor, about 120 yards west of the boatyard. Transient berths, with depths of 3 to 8 feet reported alongside the floats, are available.

(396) The town **harbormaster** can usually be found at the park. A **speed limit** of 5 mph is enforced in the harbor.

(401) **Camden**, the town on the inner harbor, is important as a yachting center and as the homeport of several seasonal cruising schooners. The nearest railway freight point is Rockland. There is a public park and picnic area. Swimming, boat rental, parking, country clubs, banks, churches, hospital, restaurant, and markets and shops of all kinds are available in the town.

(405) The main channel into the harbor is from southward and is deep and clear; it is marked by a bell buoy at the entrance, and by buoys and Curtis Island Light. The inner harbor, westward of Eaton Point, has depths of about 7.7 to 10 feet in the middle and 4.4 to 6.1 feet along the east and west shores with lesser depths along the north shore. **Northeast Passage**, with a depth of about 19 feet, is a narrow channel leading into Camden Harbor between Northeast Point and Inner Ledges. The deeper water favors the light off Northeast Point. A fairway bell buoy is 0.3 mile northeastward of the entrance to Northeast Passage. This channel is used by local vessels, but should be used with great caution by strangers. The passage between Curtis Island and **Dillingham Point** is shoal and foul. Rocks awash are about 110 yards southwest of the light and about 150 yards northwestward of the island.

(406) The outer harbor is easy of access and affords good anchorage in depths of 13 to 33 feet, soft bottom. The anchorage is eastward of a line from Eaton Point to the buoy northward of Curtis Island. The depths in the outer harbor shoal gradually northward to a depth of 12 feet about 500 yards from the head of **Sherman Cove,** in the northern part of Camden Harbor. Above the 12-foot curve the cove is shoal.

(407) The greater part of the inner harbor west of **Eaton Point** is occupied by small pleasure and fishing craft. There are numerous private and some public moorings.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID
(based on NAD 1927)

Maine State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
14ft

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ellsworth, ME	KEC-93	162.40 MHz
Dresden, ME	WXM-60	162.475 MHz

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.292" northward and 1.848" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Camden	(44°12'N/69°03'W)	10.4	10.0	0.4	-3.5
Rockland	(44°06'N/69°06'W)	10.6	10.1	0.4	-3.5

(801)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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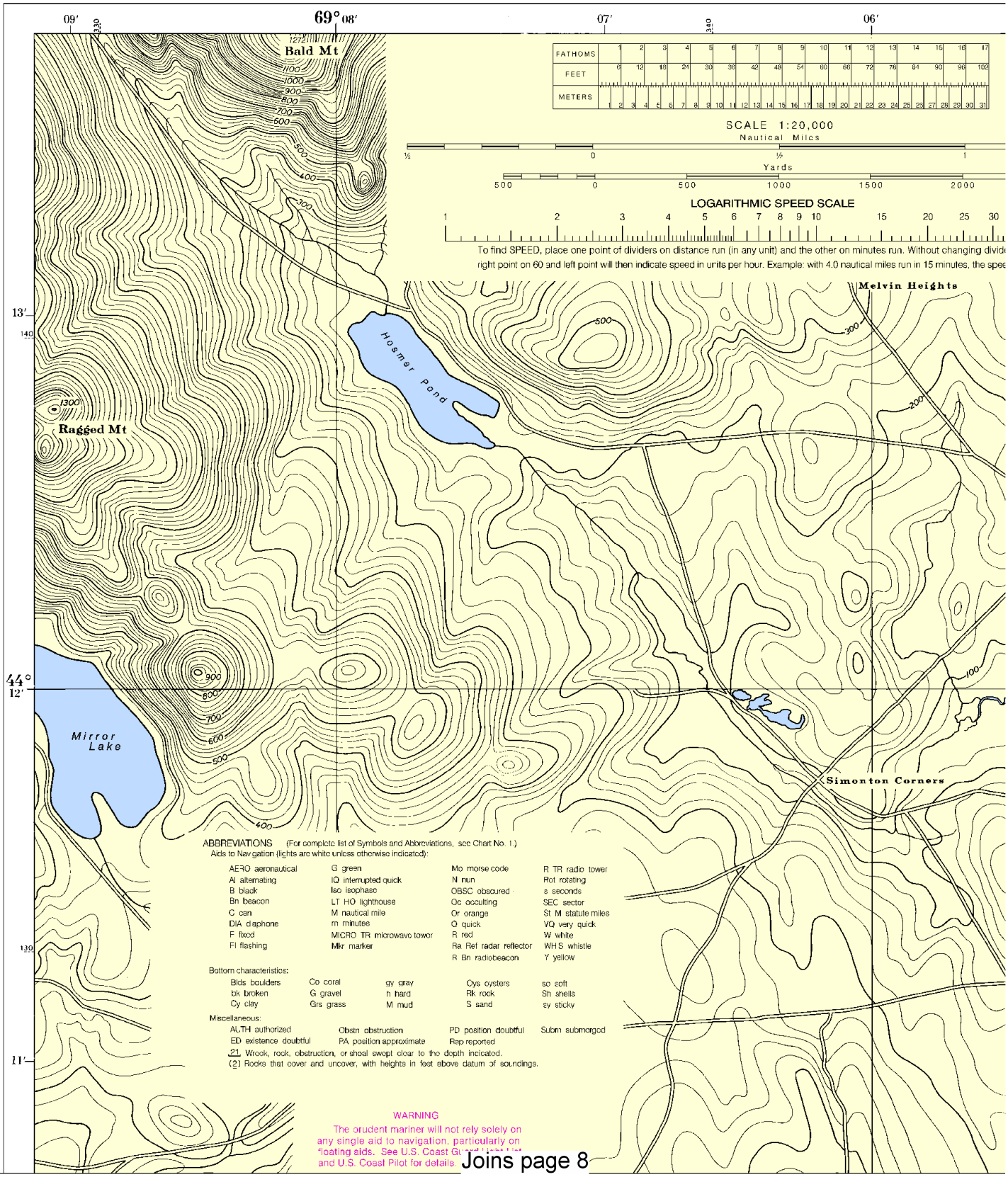

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Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
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Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guide and U.S. Coast Pilot for details.

Joins page 8

North

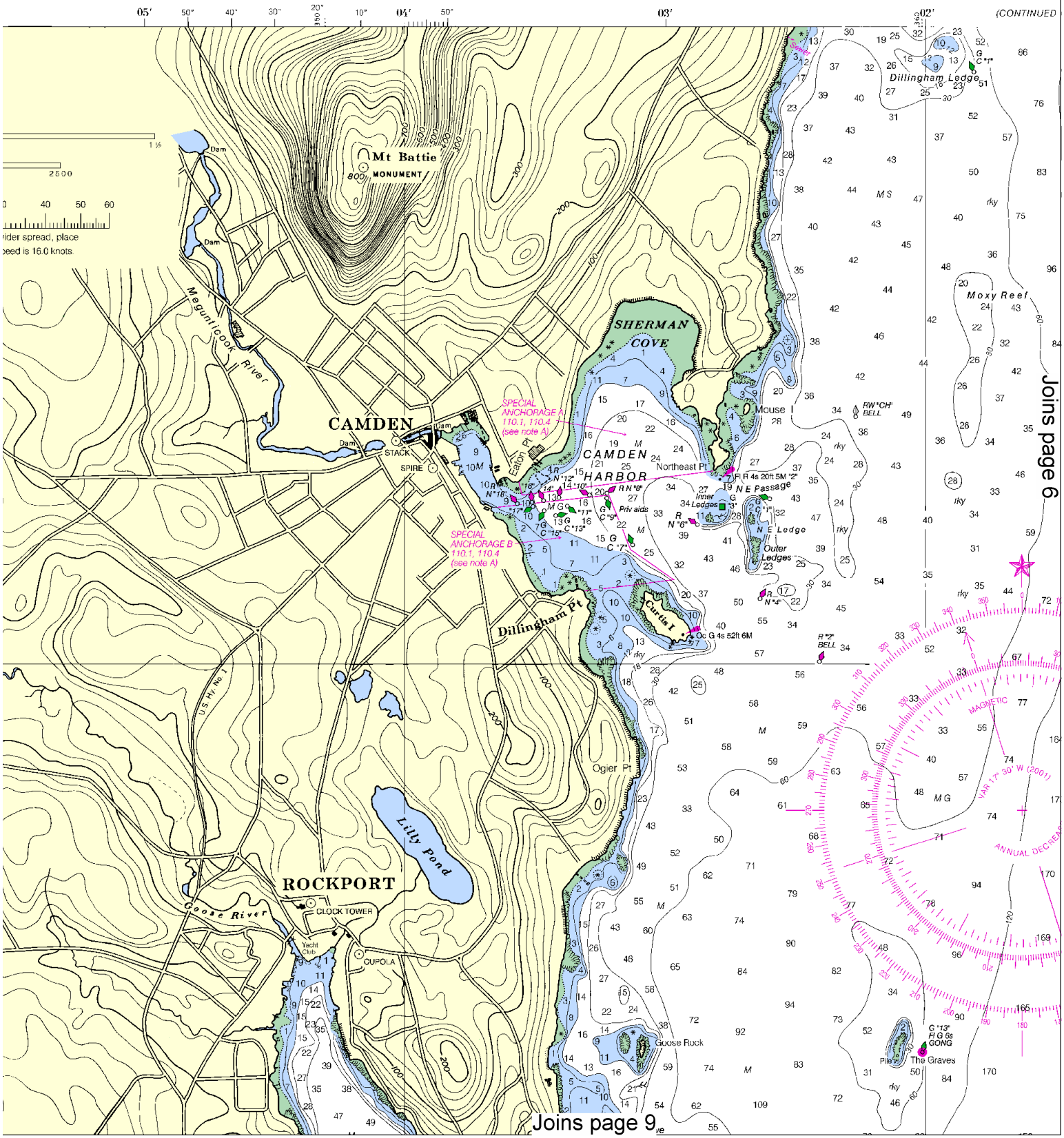
Printed at reduced scale. ~~SCALE 1:20,000~~ Nautical Miles 0 1 1½ Yards 500 0 500 1000 1500 2000 2500

See Note on page 5.

Formerly C&GS 209, 1st Ed., Apr. 1963 KAPP 2025

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOUNDIN



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 209, 1st Ed., Apr. 1963 KAPP 2025

International Regulati
The entire area of this

07′ 06′ 05′ 50″ 40″ 30″ 20″ 10″ 04′ 50″

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

SCALE 1:20,000
Nautical Miles
0 ½ 1 1½
Yards
500 0 500 1000 1500 2000 2500

LOGARITHMIC SPEED SCALE
2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 5

Melvin Heights
Megunticook River
Dam
Mt Battie
MONUMENT
CAMDEN
STACK
SPIRE
SPECIAL ANCHORAGE B 110.1, 110.4 (see note A)
Eaton Pt
Simonton Corners
U.S. Hy. No. 1
Lilly Pond
ROCKPORT
CLOCK TOWER
Yacht Club
CUPOLA
Goose River

see Chart No. 1.)

to morse code
nun
BSC obscured
c occulting
r orange
quick
red
a Ref radar reflector
Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHS whistle
Y yellow
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
position doubtful
ep reported
th indicated.
datum of soundings.
Subm submerged

t rely solely on
particularly on
uard Light List

Joins page 10

6

North

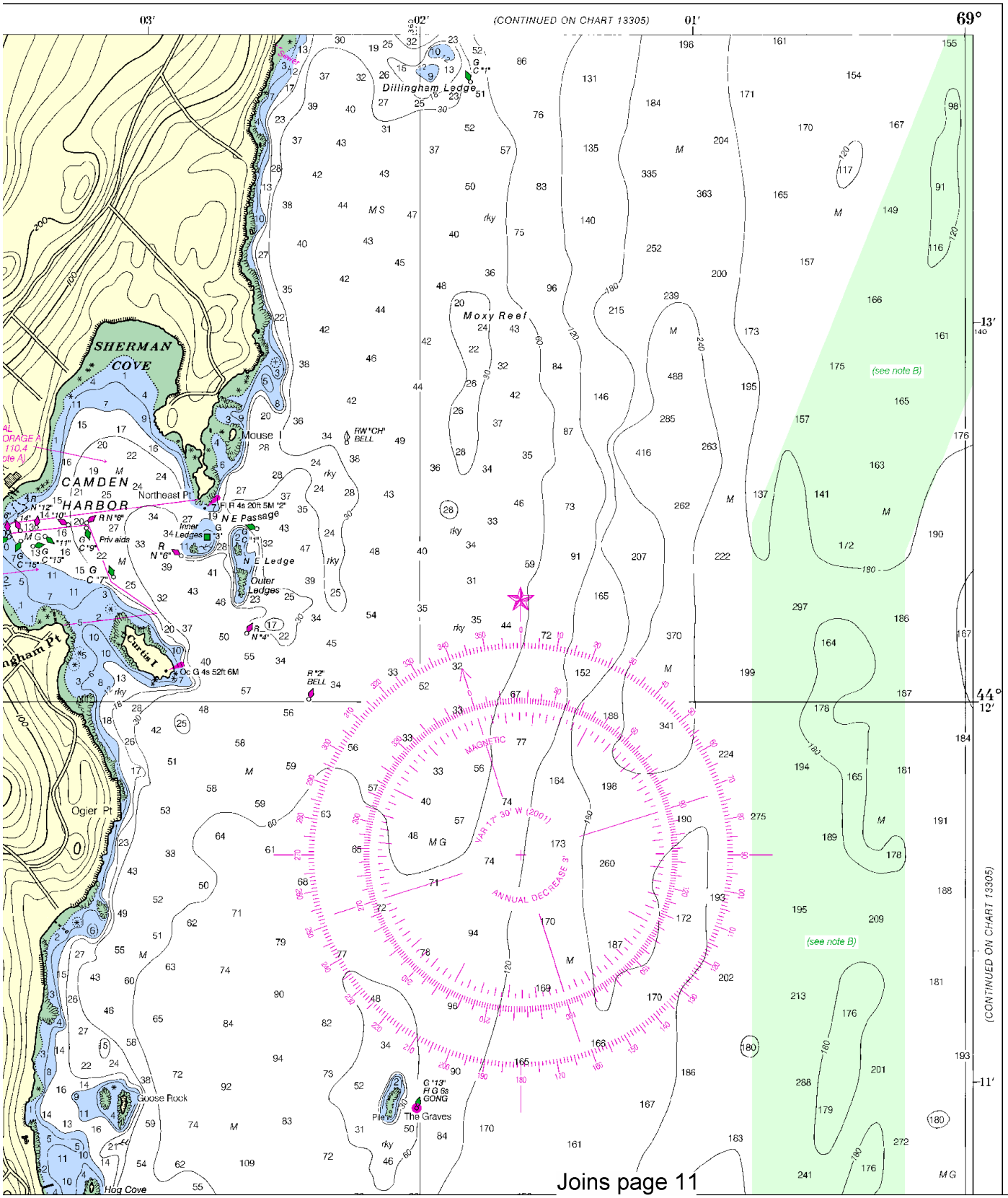
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.
Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500

COLREGS, 80.105 (see note A)
ations for Preventing Collisions at Sea, 1972.
his chart falls seaward of the COLREGS Demarcation Line.

SOUNDINGS IN FEET

Nautical Chart Catalog No. 1, Panel H

13307



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHS whistle
Y yellow

Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
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WARNING
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Rocky Pond

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE
B3 1940-1969 NOS Surveys partial bottom coverage

B3
12'
10'
08'
06'
44° 04'
69° 08'
06'
04'
02'

Maces Pond
Beech Hill
Rockville
Bear Hill
Dodge Mt
Chickawaukie Pond
Marsh
CHIMNEY
Oakland

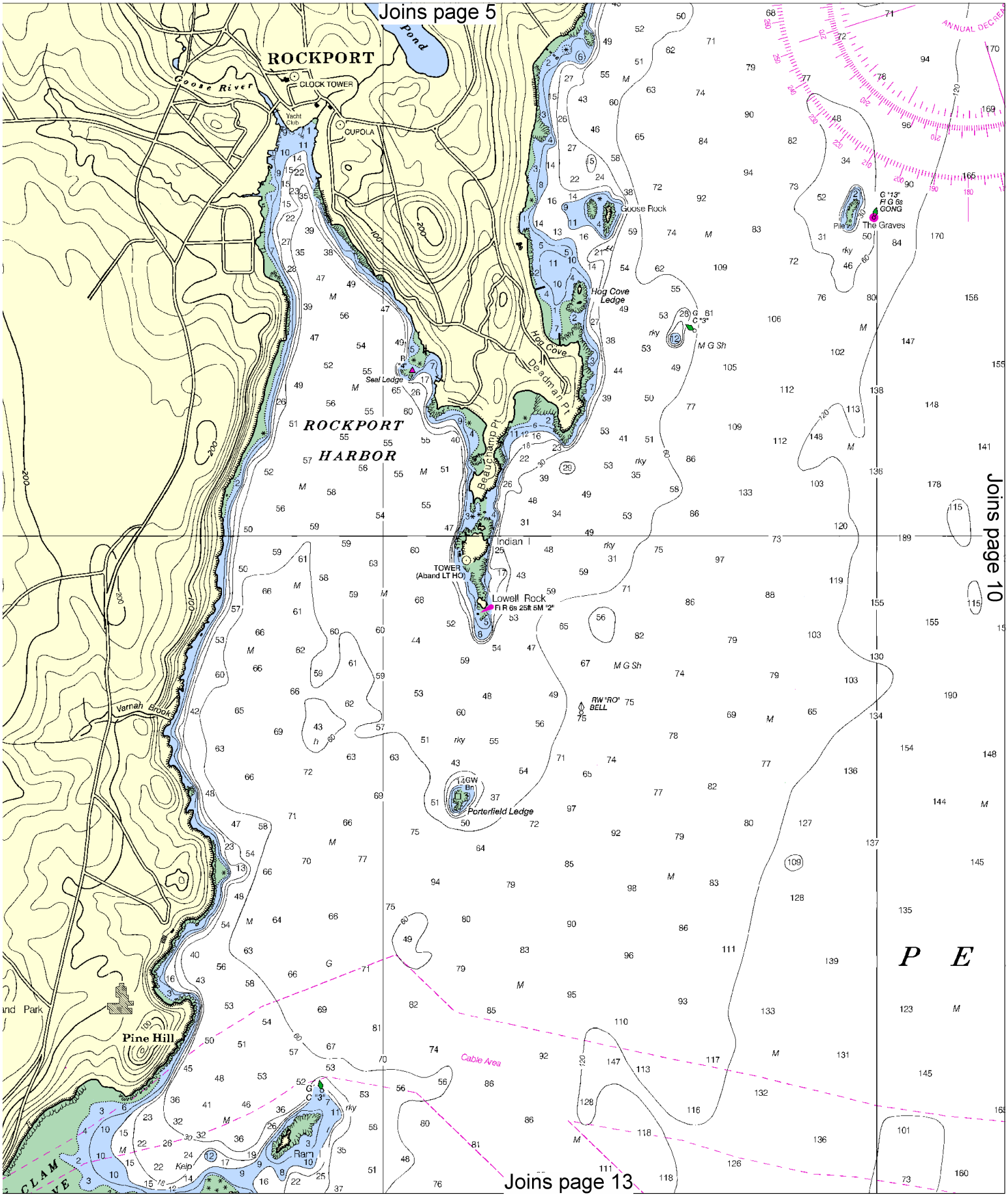
Joins page 12

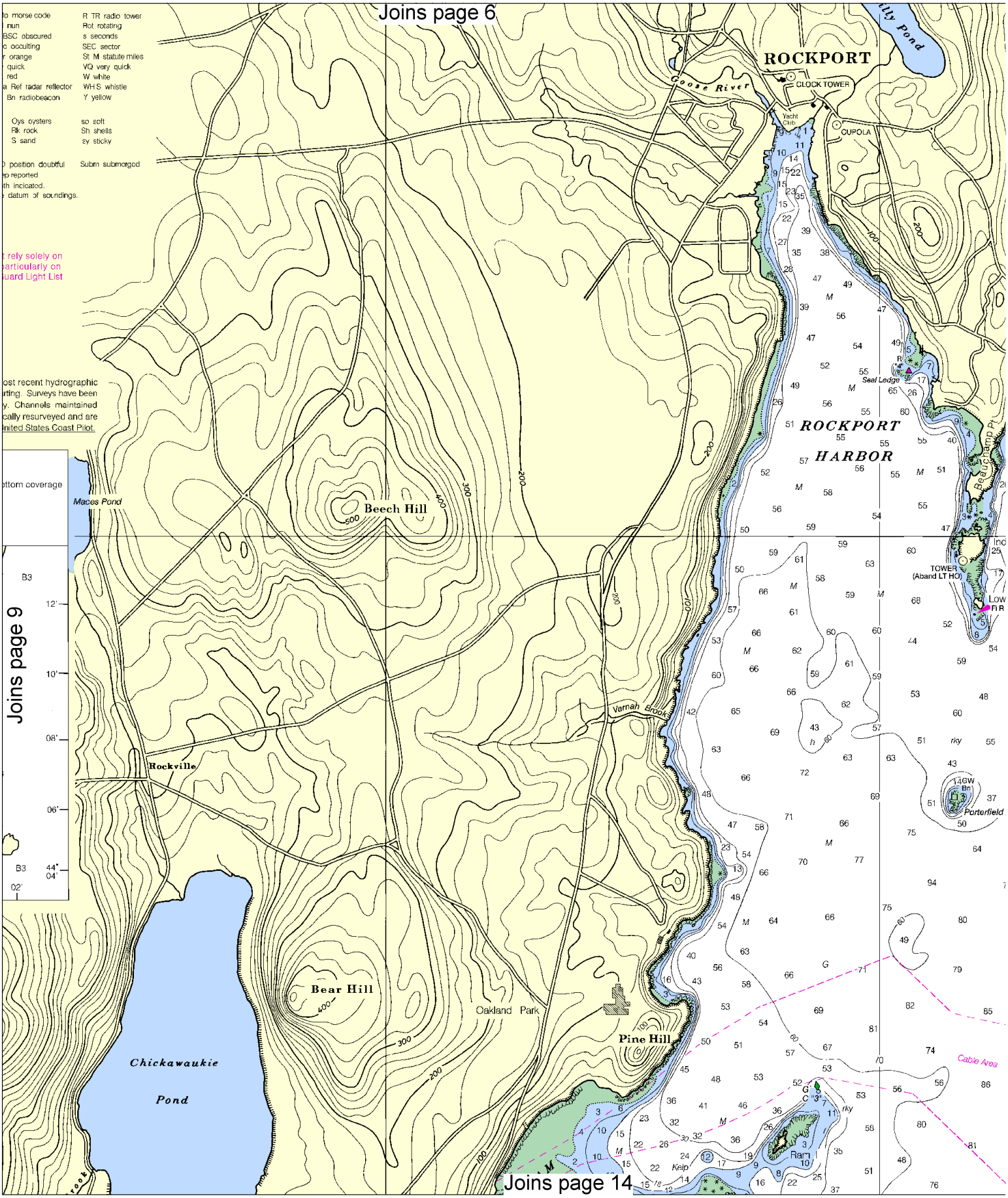
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
ROCKPORT
Goose River
CLOCK TOWER
Yacht Club
CUPOLA
Pond
Goose Rock
The Graves
Hog Cove Ledge
Hog Cove
Deadman Pt
Seal Ledge
ROCKPORT HARBOR
Beauchamp Pt
Indian
TOWER (Aband LT HO)
Lowell Rock
Fl R 6s 25ft 5M "2"
Varnah Brook
RW "RO" BELL
14GW Bn
Porterfield Ledge
Cable Area
Pine Hill
Ram
Kelp
CLAM
Joins page 10
Joins page 13
P E

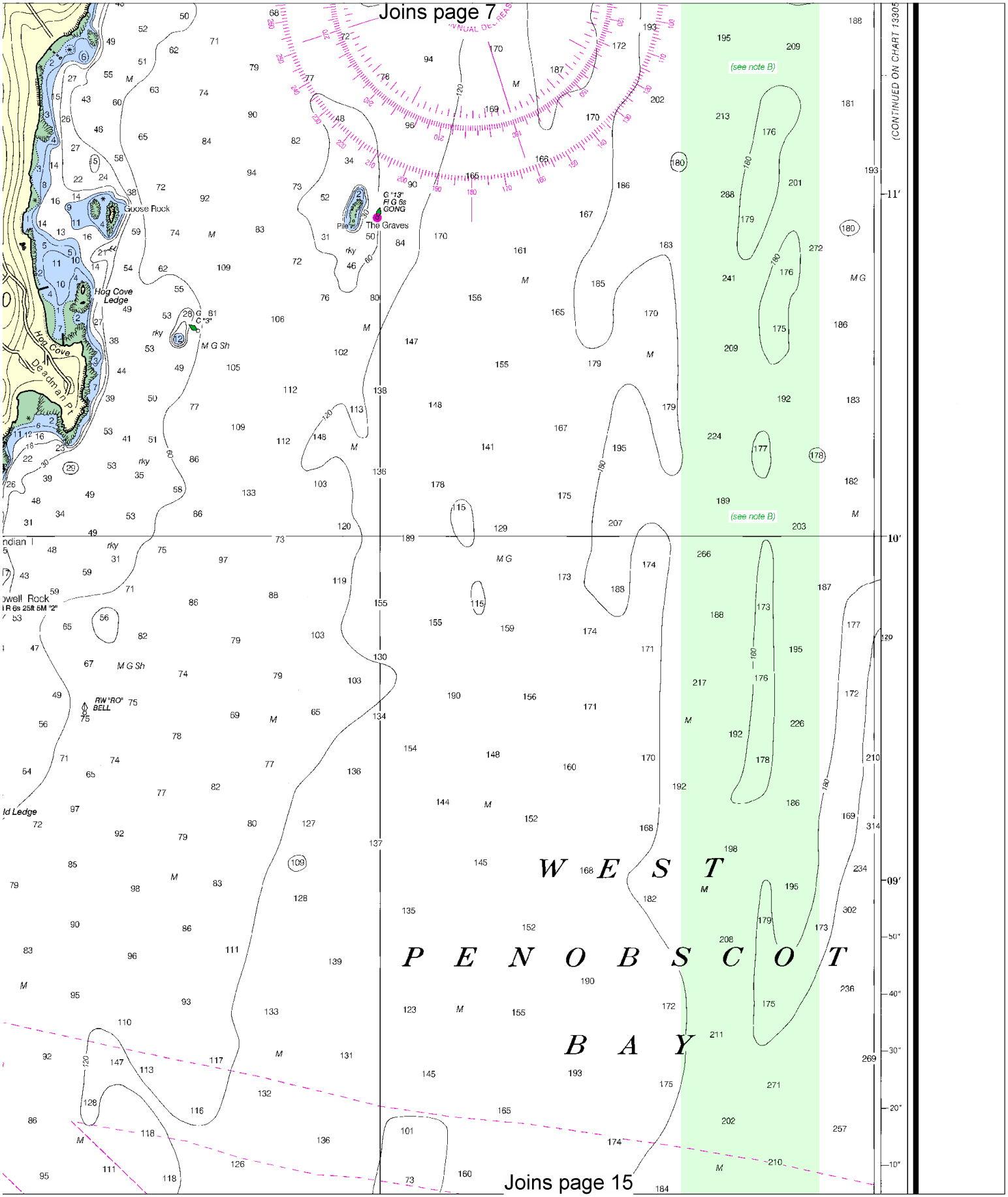


North

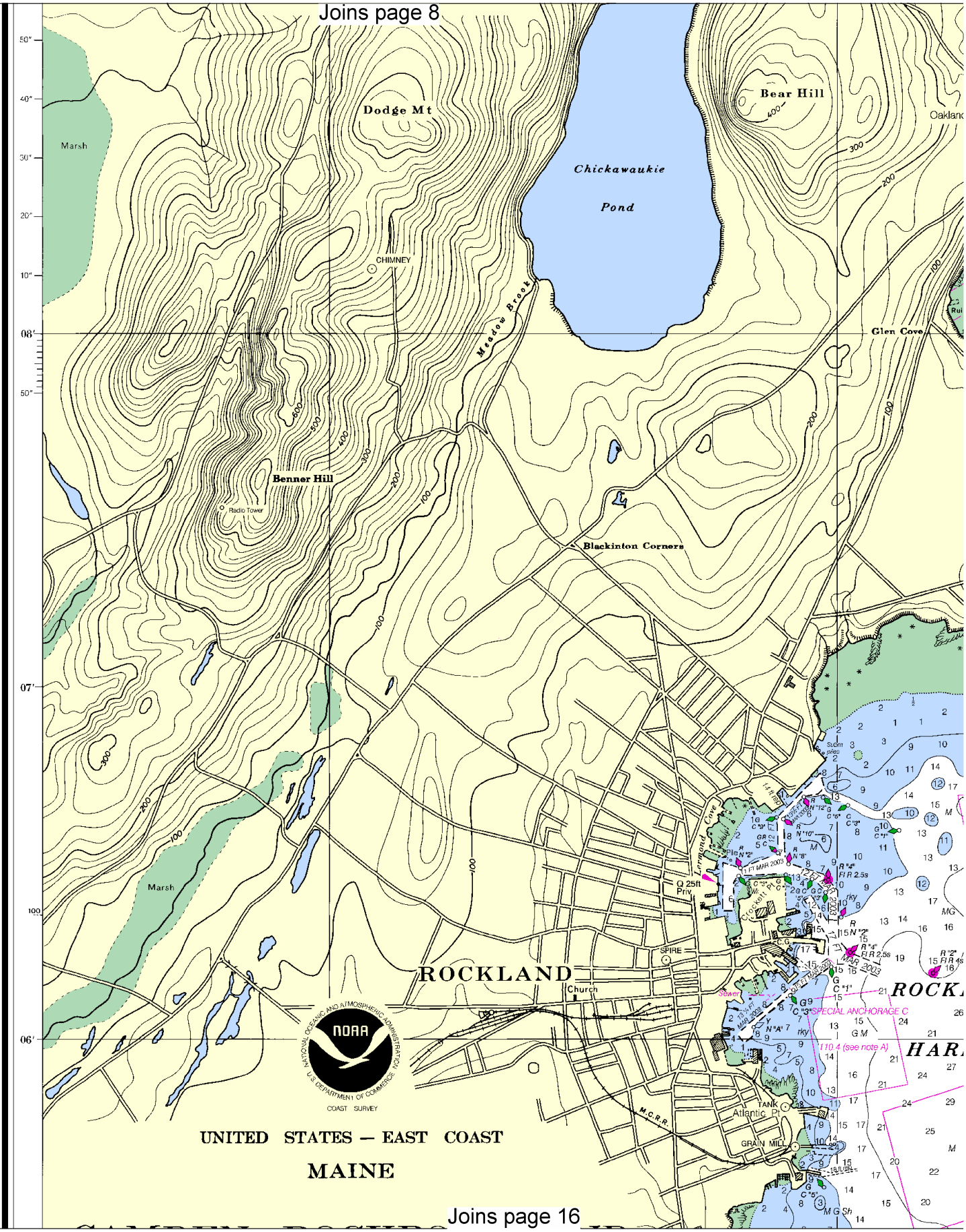
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
(CONTINUED ON CHART 13305)
Goose Rock
Hog Cove Ledge
Hog Cove
Deadman Pt
The Graves
G "13" Fl G 6s GONG
(see note B)
(see note B)
WEST
PENOBSCOT
BAY
Joins page 15

Joins page 8



UNITED STATES — EAST COAST

MAINE

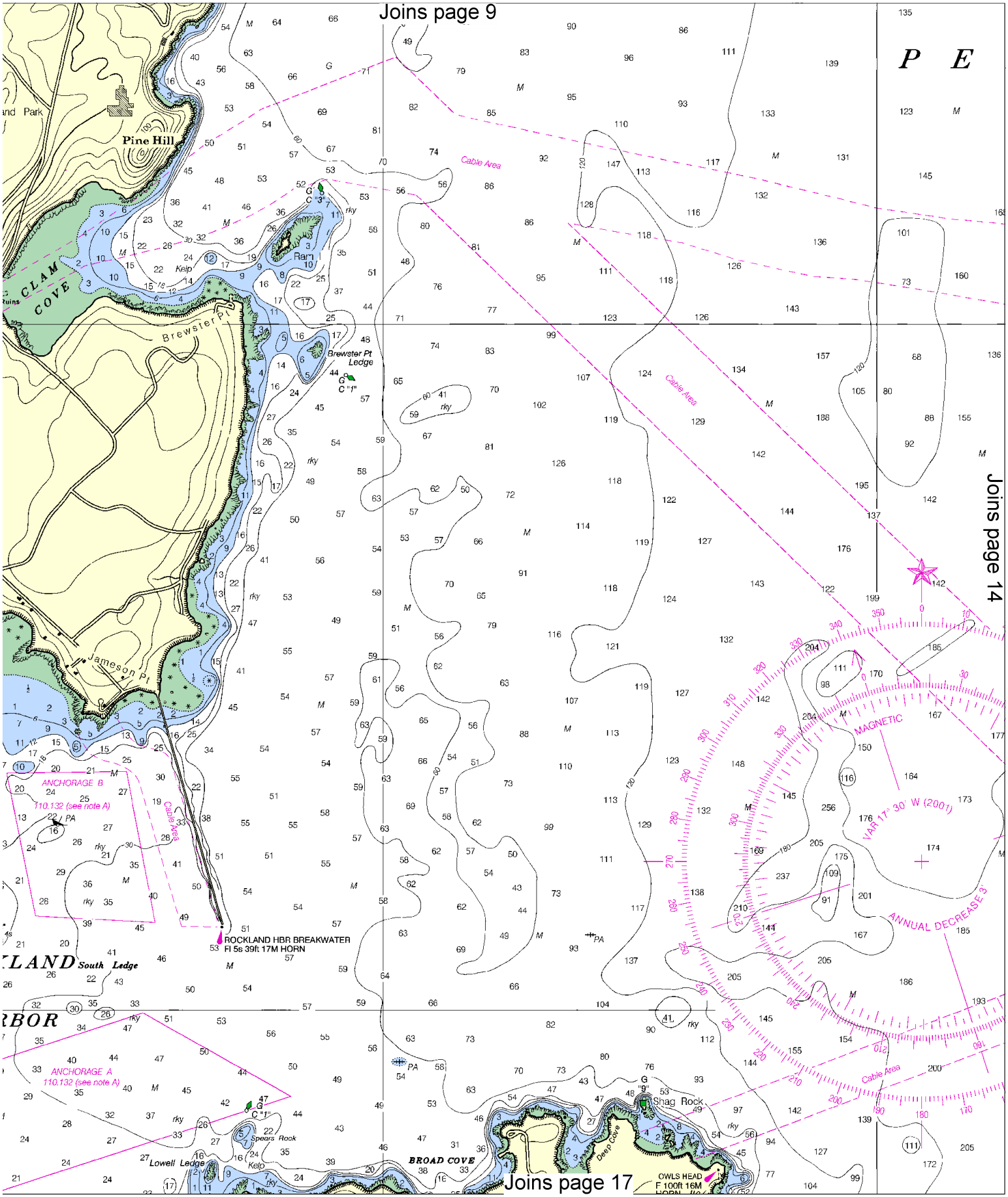
Joins page 16

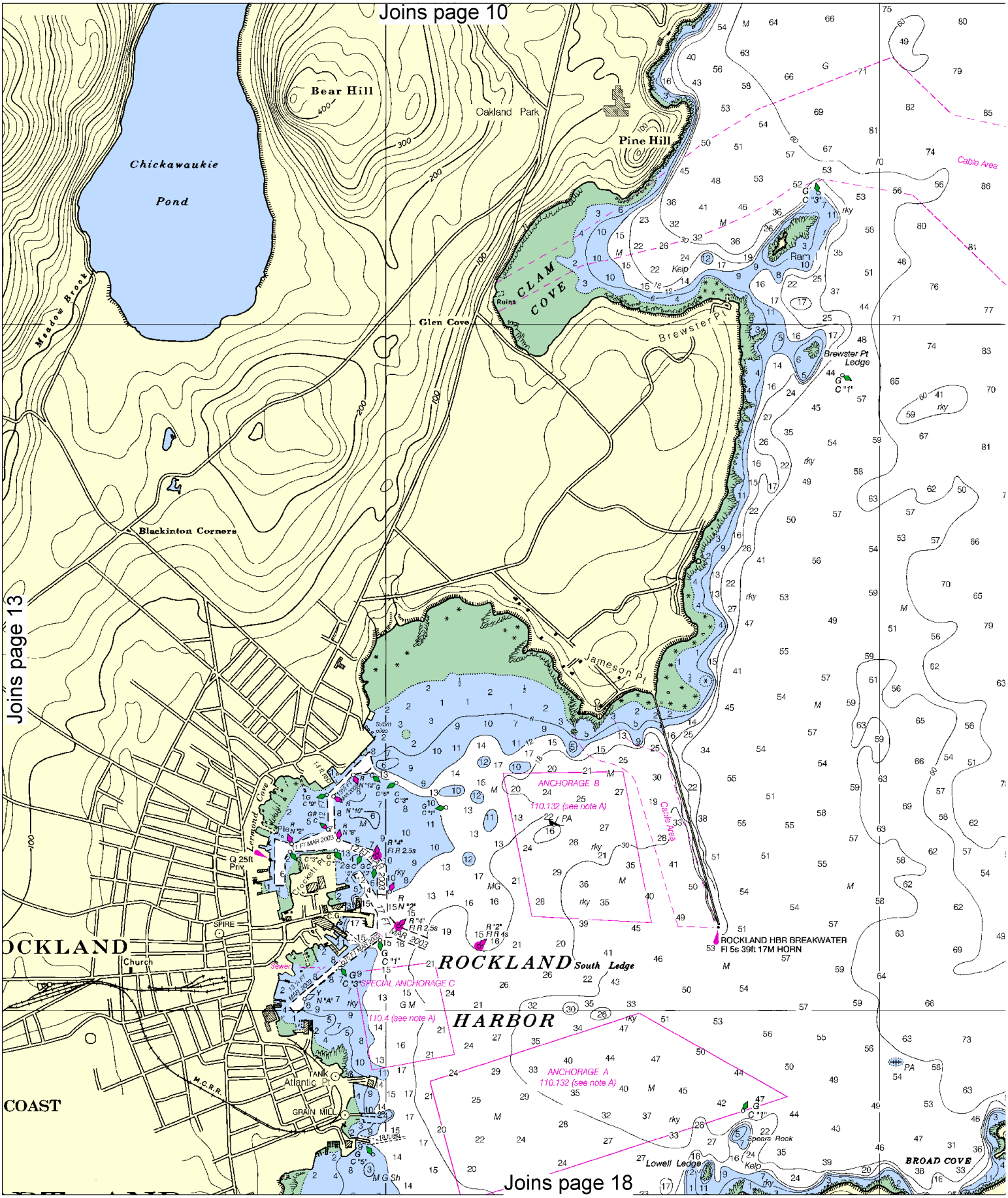
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
Pine Hill
CLAM COVE
Brewster Pt
Brewster Pt Ledge
Ram I
Kelp
Cable Area
Jameson Pt
ANCHORAGE B
110.132 (see note A)
ANCHORAGE A
110.132 (see note A)
ROCKLAND HBR BREAKWATER
Fl 5s 39ft 17M HORN
South Ledge
Spears Rock
Lowell Ledge
BROAD COVE
Deep Cove
Shag Rock
OWLS HEAD
F 100ft 16M
MAGNETIC
VAR 17° 30' W (2001)
ANNUAL DECREASE 9
Joins page 14
Joins page 17



North

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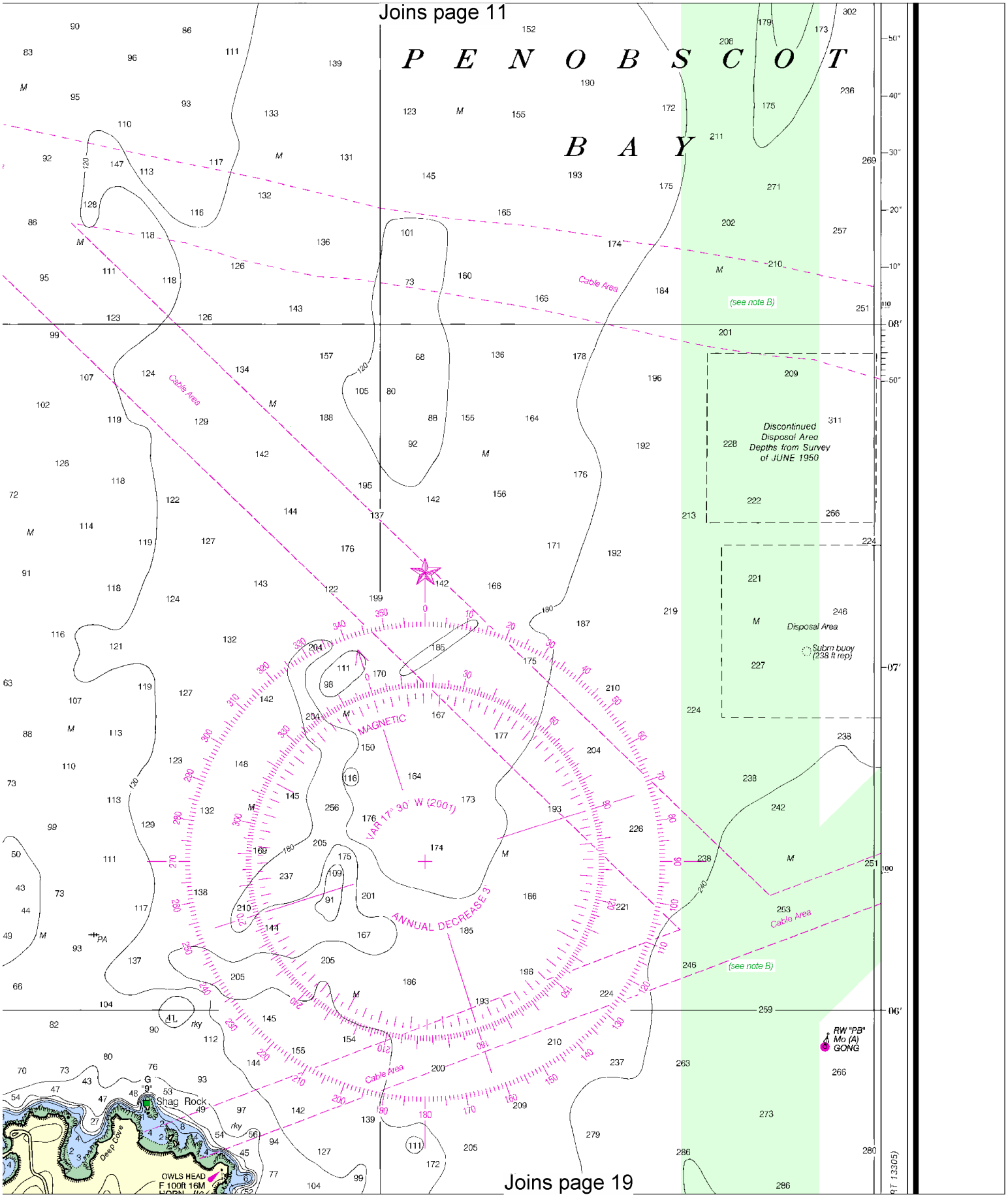
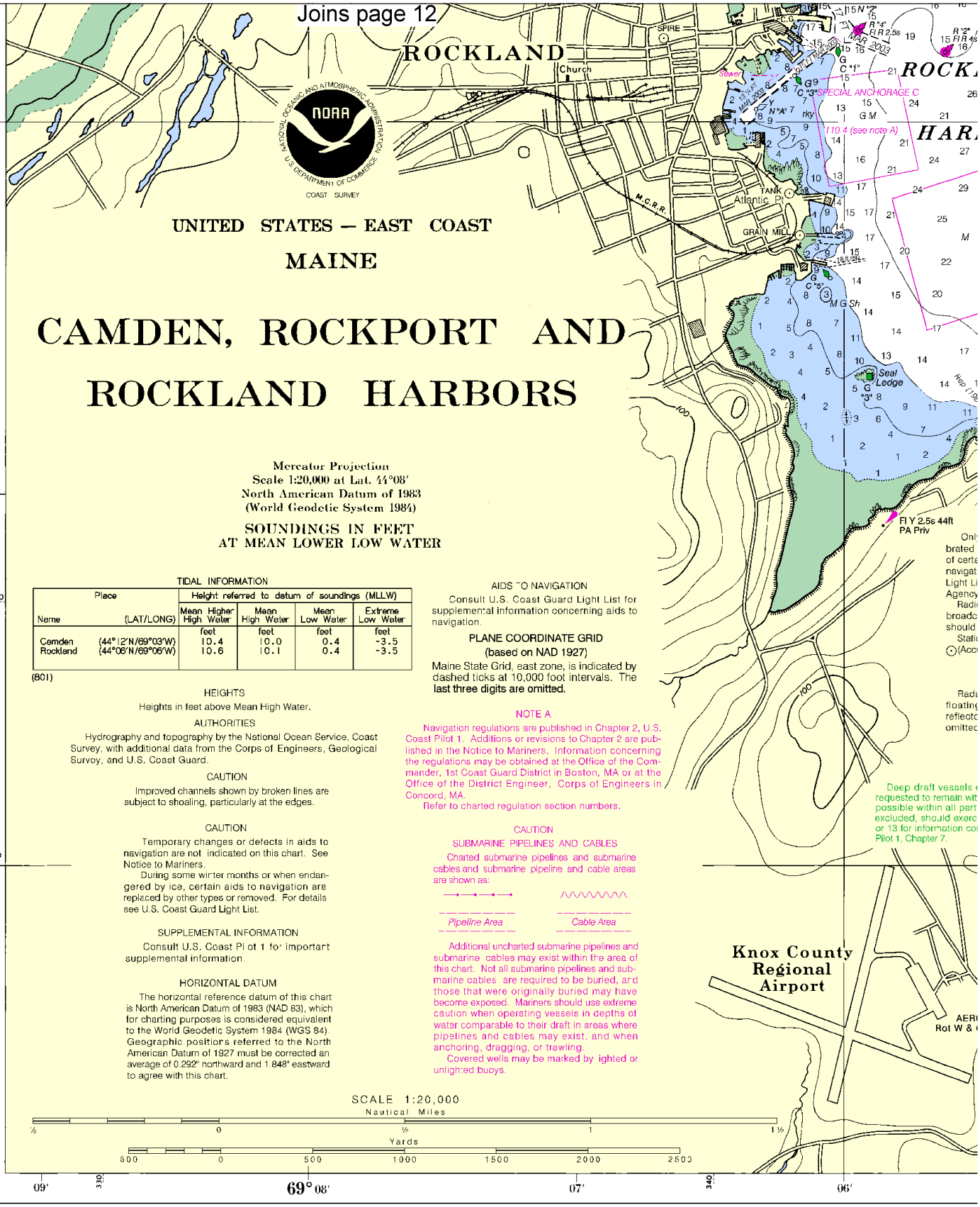
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
PENOBSCOT
BAY
Cable Area
(see note B)
Discontinued
Disposal Area
Depths from Survey
of JUNE 1950
Disposal Area
Subm buoy
(238 ft rep)
MAGNETIC
VAR 17° 30' W (2001)
ANNUAL DECREASE 3'
Cable Area
(see note B)
RW "PB"
Mo (A)
GONG
Shag Rock
"9"
Deep Cove
OWLS HEAD
F 100ft 16M
Joins page 19

Joins page 12



UNITED STATES — EAST COAST

MAINE

CAMDEN, ROCKPORT AND ROCKLAND HARBORS

Mercator Projection
Scale 1:20,000 at Lat. 44°08′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Camden	(44°12′N/69°03′W)	10.4	10.0	0.4	-3.5
Rockland	(44°06′N/69°06′W)	10.6	10.1	0.4	-3.5

(801)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.292″ northward and 1.848″ eastward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE COORDINATE GRID
(based on NAD 1927)

Maine State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

10th Ed., Oct. 27/01 ■

13307

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FEET

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

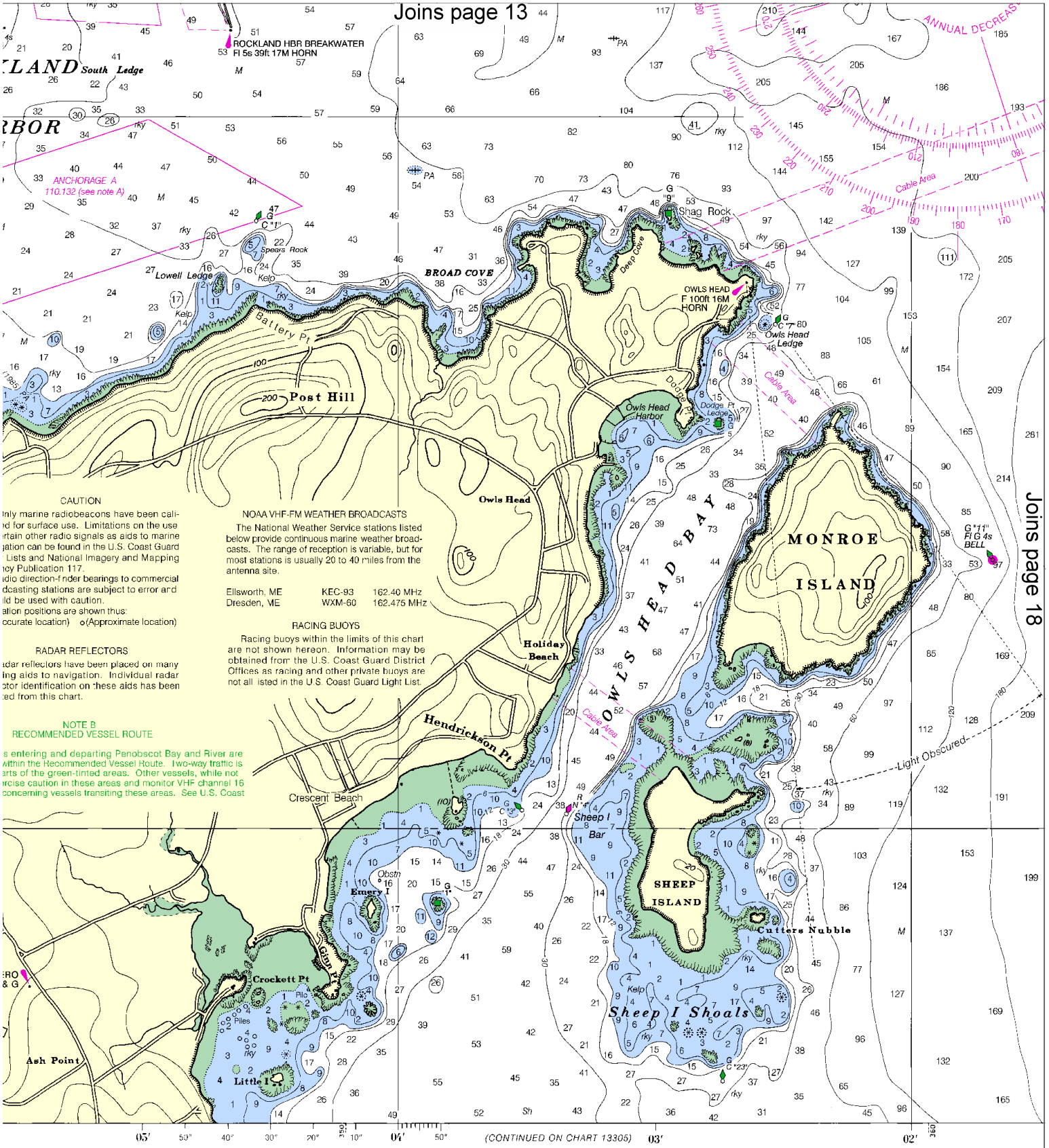
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

Joins page 13



CAUTION

Only marine radiobeacons have been cali-
ed for surface use. Limitations on the use
ertain other radio signals as aids to marine
gation can be found in the U.S. Coast Guard
Lists and National Imagery and Mapping
ncy Publication 117.
adio direction-finder bearings to commercial
dcasting stations are subject to error and
ld be used with caution.
ation positions are shown thus:
ccurate location) o(Approximate location)

RADAR REFLECTORS

adar reflectors have been placed on many
ing aids to navigation. Individual radar
ctor identification on these aids has been
ed from this chart.

NOTE B
RECOMMENDED VESSEL ROUTE

s entering and departing Penobscot Bay and River are
within the Recommended Vessel Route. Two-way traffic is
arts of the green-tinted areas. Other vessels, while not
ercise caution in these areas and monitor VHF channel 16
concerning vessels transiting these areas. See U.S. Coast

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ellsworth, ME	KEC-93	162.40 MHz
Dresden, ME	WXM-60	162.475 MHz

RACING BUOYS

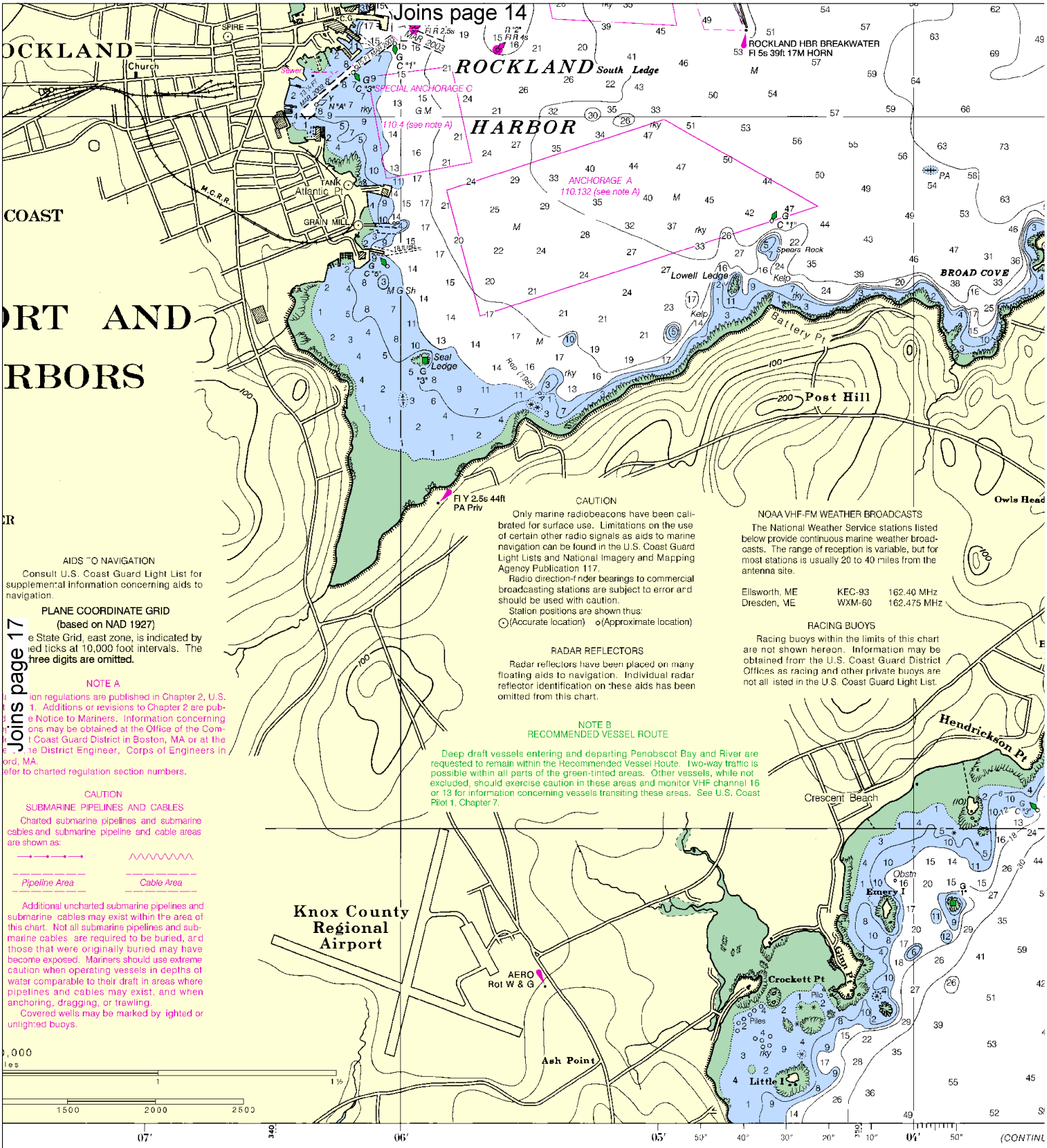
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Joins page 18

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Camden, Rockport and

SOUNDINGS IN FEET - SC



SOUNDINGS IN FEET

ariners published weekly
Local Notice to Mariners
to the date shown in the

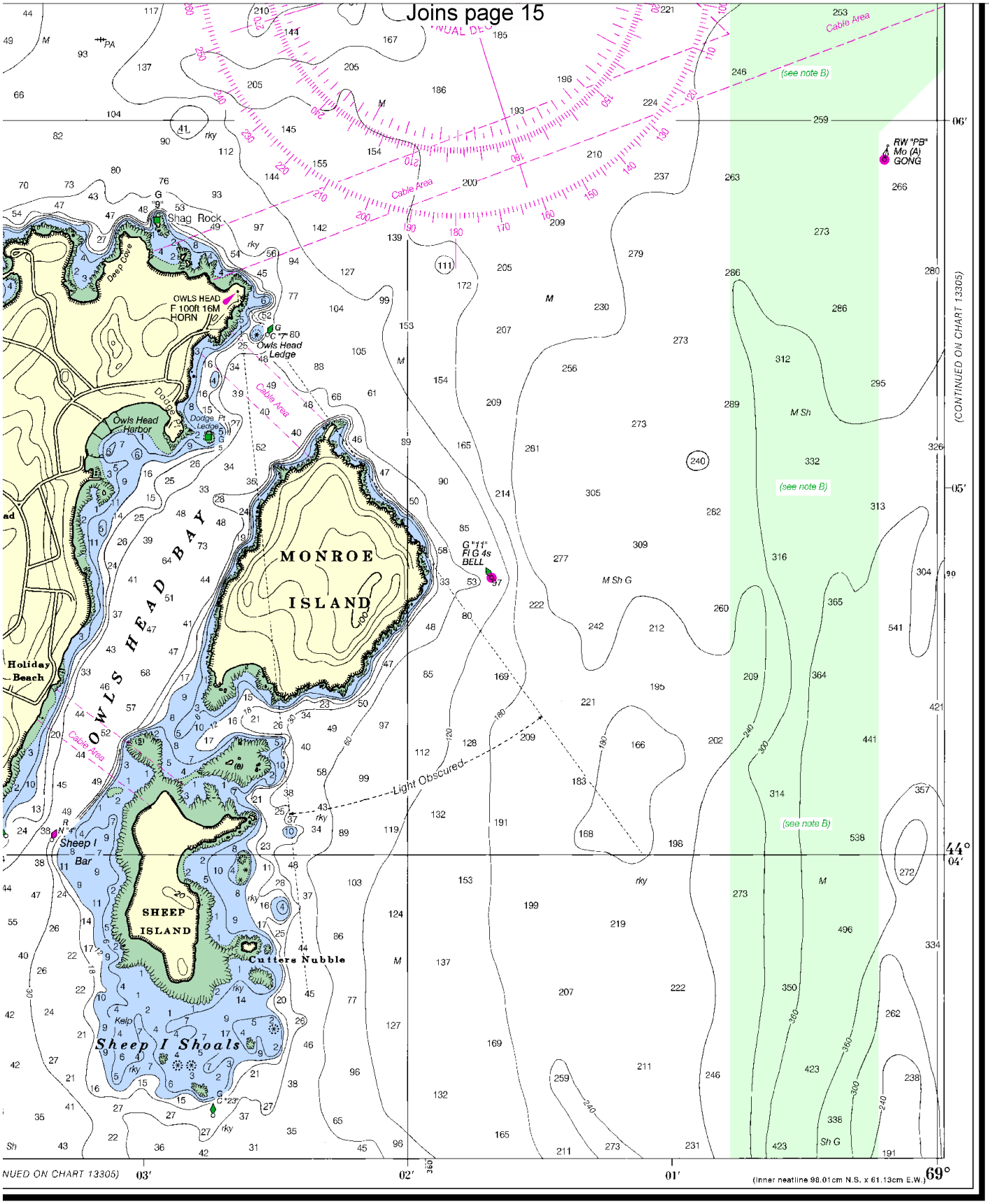
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Camden, Rockport and Rockland Harbors

SOUNDINGS IN FEET - SCALE 1:20,000

13307

ED. NO. 10

NSN 7642014010472

NIMA REFERENCE NO. 13XHA13307

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Southwest Harbor – 207-244-4204
Coast Guard Rockland – 207-596-6666
Maine Marine Patrol – 800-452-4664
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.